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Issue 3/2012

# Feedback

Canadian Aviation Service Difficulty Reports

TP 6980E  
(3/2012)



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TC-1004780



Canada

# TABLE OF CONTENTS

Heads Up .....	1
Fixed Wing.....	2
Engines.....	10
Equipment Airworthiness Directives (ADs) .....	11
Special Airworthiness Information Bulletins (SAIB).....	12
Service Difficulty Reports (SDRs) .....	14

*Feedback* is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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To obtain information concerning copyright ownership and restrictions on reproduction of the material, please address your correspondence to:

Jérémie Laviolette, Editor

*Feedback*

Transport Canada (AARDG)

Place de Ville, Tower C

Ottawa ON K1A 0N8

E-mail: [jeremie.laviolette@tc.gc.ca](mailto:jeremie.laviolette@tc.gc.ca)

Tel.: 613-952-4360

Fax: 613-996-9178

To view *Feedback* online or to receive it electronically please visit:

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The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 521.

SDRs are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

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ISSN 1925-8429 (Online)

TP 6980E

(03/2012)

TC-1004780

## HEADS UP

### Advisory Circular AC 521-009 is out!

Canadian Aviation Regulation (CAR) 521 came into effect last year, combining and superseding CARs 511 (approval of type designs), 513 (approval of mod and repair designs), 591 (service difficulty reporting) and 593 (airworthiness directives). The reasoning behind this initiative was to harmonize and better align our Canadian regulations with other governing authority regulations.

With the introduction of CAR 521 came the requirement to replace Advisory Circular (AC) 591-001 which provided procedural guidelines for the handling, processing, investigating and closure of Service Difficulty Reports (SDR).

As of 7 October 2011, AC 521-009 has officially replaced and supersedes AC 591-001, encompassing the same requirement and procedural guidelines in accordance with Division VIII and IX of CAR 521, with some minor differences.

A difference noted in AC 521-009 through the introduction of CAR 521 is the reporting of suspected unapproved parts (SUPs), which was previously defined in CAR standard 591 but is now captured in CAR standard 571.13 through an information note.

This note states: *"A person who has reasonable grounds to believe that a part installed or intended for installation in a type certified aeronautical product that was not manufactured or certified in accordance with the applicable regulations of the state of production, or that is improperly marked, or that is documented in such a manner as to mislead with regard to the origin, identity or condition of the part shall submit to the Minister a report of the suspected unapproved part, using the service difficulty reporting system set out in Section 521.401 of the CARs."*

Therefore, all notifications of SUPs to Transport Canada Continuing Airworthiness (TCCAW) are to be done through the SDR program with the use of the Web Service Difficulty Reporting System (WSDRS) application or hard copy form. When SUP reports are submitted in the form of an SDR, TCCAW will forward the information to the Standards Branch, Technical Programs division for further investigation and action.

The TCCAW WSDRS was developed as a result of requests from the aviation industry in Canada for a web-based, fast, convenient and confidential SDR system.

TCCAW has been able to develop new regulatory requirements and improved methodology for SDRs and therefore is now more informed and better prepared to develop a corrective action plan based on reported service difficulties of an aeronautical product, component, equipment or part. The service difficulty information is also more efficiently forwarded to the responsible type certificate holder, applicable Principal Maintenance Inspector (PMI) and submitter of the SDR when required. The criteria and examples for reporting these service difficulties are covered in this AC, however, they are not exhaustive.

AC's are used for information and guidance purposes and in some cases replace the applicable CAR standard or Airworthiness manual. AC's may provide examples of acceptable means but not the only means of demonstrating conformity with regulations and standards. An AC on its own does not change, create, amend or permit deviations from regulatory requirements, nor does it establish minimum standards; it is to be used strictly as guidance material. ✖

## FIXED WING

AIRBUS, A319-114

SERVICE DIFFICULTY REPORT (SDR) # 20110909012

### Gear By-pass Valve Failure

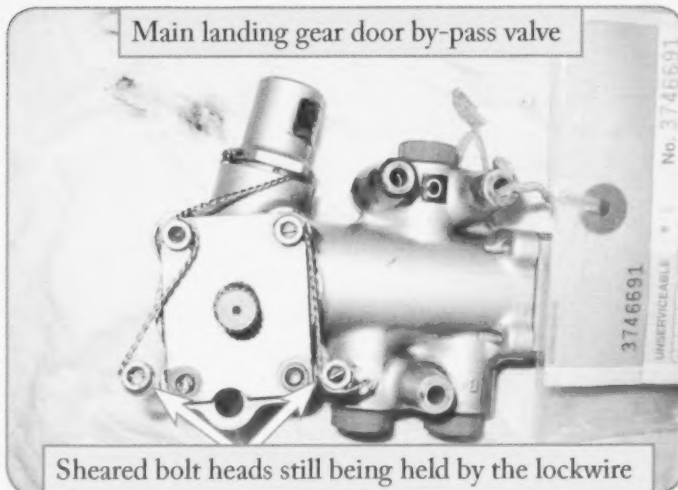
#### SDR submitted:

The left main landing gear (MLG) door would not close following an aeroplane scheduled maintenance event. The MLG door by-pass valve was found to have two sheared bolt heads, causing the failure. The valve was replaced and all functional tests passed, making the aeroplane serviceable.

#### Transport Canada Comments:

*This MLG by-pass valve is located within each MLG wheelwell just above the MLG door uplocks which can be seen on a walk-around.*

*Transport Canada Civil Aviation (TCCA) would like to advise all Airbus 318, 319 and 320 operators of the possible failure of this valve. ✖*



BAE-UK, 3112

SDR # 20110627022

### Failure to Reset the Fuse Pin

#### SDR submitted:

The aeroplane arrived with a nose landing gear (NLG) steering snag. The NLG was changed with a serviceable gear assembly. The aeroplane took off the next morning on a scheduled departure, but it returned with a "landing gear failed to retract" snag. Upon investigation it was determined that the fuse pin for the emergency landing gear hydraulic system was not reset during its recent replacement.

The fuse pin was reset and the aeroplane was made serviceable.

#### Transport Canada Comments:

*An internal investigation was conducted to look into why maintenance did not reset the fuse pin at the emergency selector valve prior to making the aeroplane serviceable.*

*Upon review of the Aircraft Maintenance Manual (AMM) it was discovered that the complete NLG replacement procedure referenced 10 separate AMM tasks which added to the complexity of the job. It was noted that the AMM does make mention of resetting the fuse pin, but this essential procedure is difficult and cumbersome to locate within the numerous AMM tasks.*

*Through the efforts of the operator involved, Transport Canada Civil Aviation and BAE engineering, revision 28 of the AMM was released in September 2011 which has introduced the following note within 5 separate applicable AMM tasks:*

*"Following maintenance actions, ensure that the emergency selector valve and release valve is reset (reference chapter 29-20-00, page block 201)." ✖*

## Flap Actuator Failure

### SDR submitted:

Upon departure, the N° 2 slat failed to retract. The flaps were re-cycled and shortly after, the hydraulic "A" system quantity went to zero. An emergency was declared, applicable checklists were run and the crew performed a non-eventful landing.

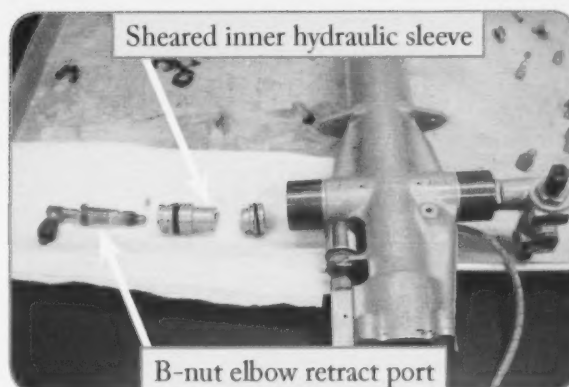
Due to the loss of hydraulic system "A", the aeroplane had to be towed off the runway. Upon investigation, maintenance found that the N° 2 slat actuator inner sleeve sheared causing the hydraulic fluid loss.

The N° 2 slat actuator along with both engine filters and system "A" pumps were replaced. The hydraulic system was serviced and all flight control functional checks were carried out as per the Aircraft Maintenance Manual with no noted leaks or faults, making the aeroplane serviceable.

### Transport Canada Comments:

*Feedback from the operator's shop tear-down report gave no indication of the root cause of the failure and there was no indication noted by maintenance prior to the event.*

*It is suspected that the B-nut elbow fitting may have seized within the inner sleeve, which in turn created undue stresses through the swivel movement of the actuator during slat operation. ✖*



## Leading Edge Skin Failure

### SDR submitted:

During a standard walk-around, maintenance found that a section of the N° 11 leading edge slat top skin measuring 33 cm (13 in.) wide by 16.5 cm (6.5 in.) fore and aft was torn away with pulled rivets on the bottom.

The aeroplane was taken out of service and a temporary repair was carried-out.

### Transport Canada Comments:

*Another example of the importance of the close attention required when performing a walk-around inspection. ✖*





## Tire Failure on Takeoff

### SDR submitted:

During takeoff, the crew reported feeling a vibration as though a tire had blown. This was subsequently confirmed by the air traffic controller as pieces of rubber were found on the runway. The aeroplane was diverted to another airport where maintenance confirmed that the right-hand outboard tire had failed. The disintegrating tire also caused structural damage to the aeroplane.

The tire was replaced and all necessary repairs were done on the aeroplane, making it serviceable.

### Transport Canada Comments:

*A request from the operator for a detailed tear-down report was made to the wheel overhaul vendor where it was determined that the most probable cause of the tire failure was "over-deflection" or an under-serviced condition.*

*For maintenance engineers, special attention to correct tire pressure is essential for the continued safe operation of all aeroplanes. ✖*



Shredded B737 main tire assembly

## Bird Strike Incurred Damage

### SDR submitted:

The flight crew reported a possible bird strike on rotation in the area of the nose landing gear (NLG). Subsequent inspection revealed damage to the left-hand lower corner of the NLG aft door (gear-down configuration). The NLG aft door was replaced and the aeroplane was returned to service.

### Transport Canada Comments:

*The bird strike damage as defined in this article had the potential to cause a serious incident on this aeroplane if it had gone undetected by the flight crew and ground personnel.*

*In this case, the damage was obvious and easily found due to its location, but in other scenarios and with other types of aircraft, the ability to detect exterior damage caused by a bird strike, is at times more difficult and less apparent.*

*Through the seasonal migration of various birds and their constant summer activity, the potential of a bird strike is a year-round concern.*

*Transport Canada Civil Aviation (TCCA) would like to advise all owners, operators and maintainers of the importance of being diligent with our standard walk-around inspections for potential bird strike damage. ✖*



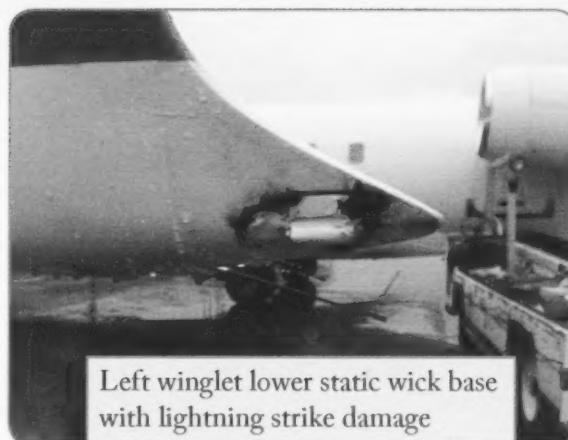
Incurred bird-strike damage on the aft nose landing gear door

## Lightning Strike Damage Incurred

### SDR submitted:

The crew reported a lightning strike on the left wing during descent. Initial inspection revealed some damage to the lower left winglet static discharger. The aeroplane was removed from service and inspected in accordance with the Aircraft Maintenance Manual (AMM) Chapter 05-51-05.

An inspection revealed minor damage to the right elevator (entry point) and damage to the left winglet lower fairing composite, static discharger and base (exit point). The left winglet lower fairing part number 600-10388-1 was replaced and the aeroplane was released for service.



Left winglet lower static wick base with lightning strike damage

### Transport Canada Comments:

*Lightning strike damage can vary from minor damage, as seen in this article, to major damage, where significant structural damage can be incurred.*

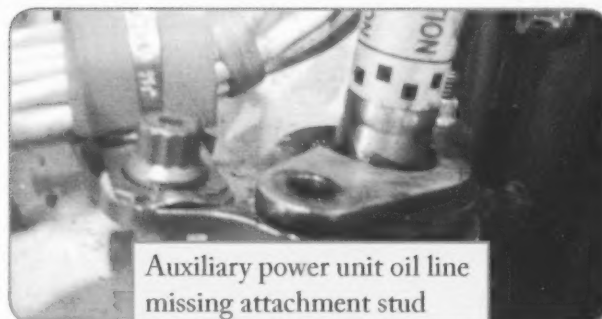
*As defined in this event, lightning strikes have entry and exit points. Sometimes there are several exit points from a single entry point.*

*Transport Canada Civil Aviation (TCCA) would like to advise all owners, operators and maintainers of the importance of investigating all reported lightning strikes; all parts of the aeroplane exterior need to be inspected prior to next flight. ✖*

## Auxiliary Power Unit Oil Leak Causing a Rejected Takeoff

### SDR submitted:

On taxi out, the aeroplane lost the function of its auxiliary power unit (APU) and returned to the gate. Upon investigation, maintenance discovered that a stud was missing at an oil line attachment within its enclosure, causing the auto shutdown of the APU.



Auxiliary power unit oil line missing attachment stud

The APU was put on the minimum equipment list (MEL) and dispatched; the aeroplane's next takeoff was aborted due to smoke in the cabin.

The aeroplane returned to the gate and maintenance found oil residue forward of the isolation valve within the bleed air duct.

The oil residue was removed and the aeroplane was released back to service.

### Transport Canada Comments:

*From the oil leak within the APU enclosure, oil was ingested through the air intake of the APU, contaminating the aeroplane's bleed air ducts.*

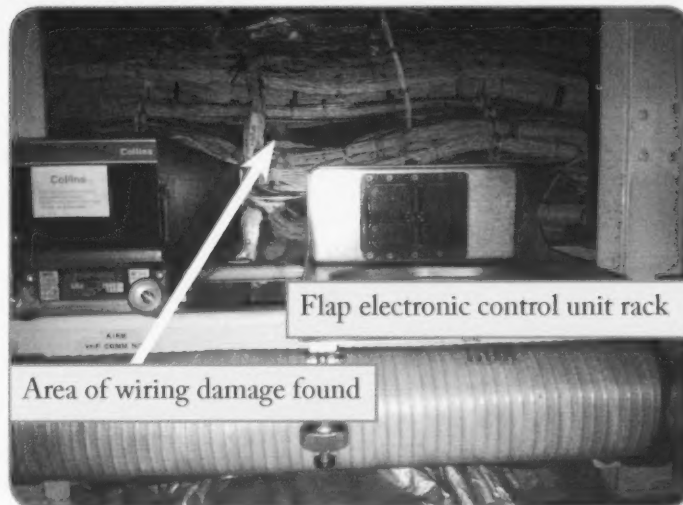
*Transport Canada Civil Aviation (TCCA) is advising all maintainers of the importance of ensuring all residual contaminants are removed from all possible affected systems when addressing any form of fluid leakage. ✖*

## Aging Wiring and Incurred Damage

### SDR submitted:

During testing of the flap electrical system for an unrelated reason, maintenance found an open circuit between the No 1 flap power drive unit (PDU) thermistor and the flap electronic control Unit (FECU). Further investigation revealed that electrical wire 1CE46A22wht of the FECU was broken between connector 1J6CE pin f and connector P4CE-a pin 15; reference wiring diagram 27-51-00 sheet 4 and 5.

Wire 1CE46A22blu was also found with substantial damage. The wires were part of a bundle located behind the FECU, rack as seen in the attached picture.



The damaged wires were likely the result of a plastic tie-wrap that was adjusted too tight. The wires were repaired, the system tested and the aeroplane was released for service.

### Transport Canada Comments:

*The thermistor wiring circuit provides overheat protection for the PDU electrical motor. With the loss of this thermal protection due to the wiring fault noted, indication of an overheat condition would not trigger any caution or status messages to the flight crew, potentially affecting the safety of the aeroplane.*

*It is suspected that the tie-wrap that caused the wiring failure was factory installed and was adjusted too tight.*

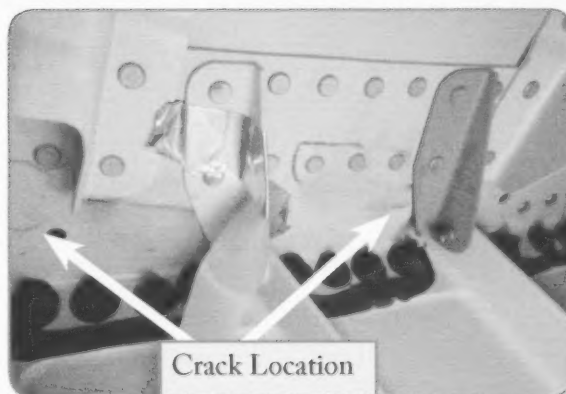
*Due to the concerns regarding the expected wear-and-tear for aging aeroplanes, Transport Canada Civil Aviation (TCCA) would like to emphasize the importance of this type of wiring failure to all maintainers. ✖*

## Integral Wing Structure Cracks

### SDR submitted:

While carrying out a scheduled inspection of the wing fuel tanks, the aircraft maintenance engineer (AME) noticed cracks on the lower cap angles forward of the wing rib at wing station 29.42 in both the centre and right fuel tanks.

The cap angles were removed and replaced with newly fabricated angles in accordance with Bombardier SRM Chapter 51-10-06 and the aeroplane was made serviceable.



### Transport Canada Comments:

*The Instructions for Continued Airworthiness (ICA) are created to direct specific maintenance inspections towards the expected structural and system failures of the aeroplane through its calculated service time.*

*A Bombardier inspection task-card called for the inspection of the area which included the discrepant cap angles. ✖*



## Lightning Strike Damage

### SDR submitted:

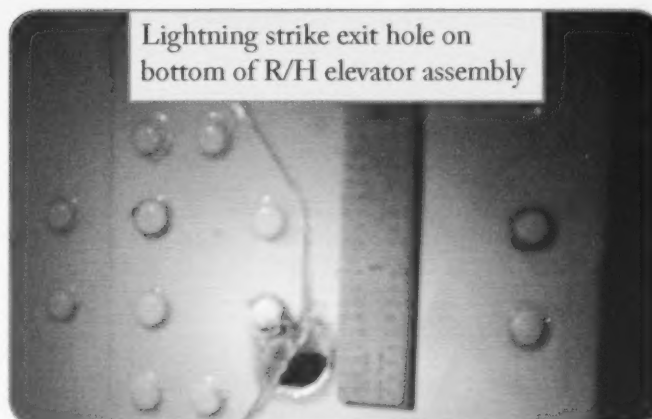
While descending through 5000 feet altitude, the aeroplane experienced a lightning strike.

Ground investigation revealed burnt exit holes through the top and bottom skin of the right hand elevator as well as an exit hole through the elevator tab trailing edge. Further examination revealed lightning strike damage to the elevator spring tab assembly, which required replacement.

### Transport Canada Comments:

*Static charges build up on aeroplanes during flight and tend to accumulate near sharp edges on the trailing edges of wings and tail surfaces. Therefore, static wicks are installed in these areas to provide a conductive path for the excess electrons (static build-up) to go back into the atmosphere. Static wicks also dissipate excess static charges that can interfere with aeroplane navigation and communication systems.*

*These same static wicks also dissipate lightning strike charges back into the atmosphere. It is essential that static wicks be in good condition. ✖*



EMBRAER, EMB-145LR

SDR # 20110830020

## Rudder Hinge Attaching Bolt Failure

### SDR submitted:

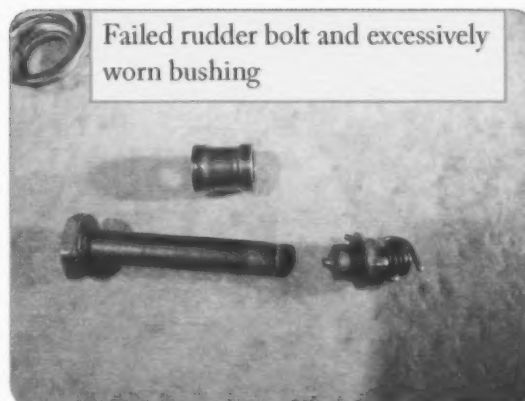
On a C1 check, while performing a detailed visual inspection of the rudder hinges in accordance with task E27-21-02-220-001, the inspector found the bottom hinge attachment bolt on rudder-II (aft) missing. After a quick investigation, he found the bolt severed in two with the remaining attaching hardware inside the rudder.

The bolt, adjoining bushings and hardware were replaced and the aeroplane was made serviceable.

### Transport Canada Comments:

*Transport Canada Civil Aviation (TCCA) is working with the Federal Aviation Administration (FAA), because this aeroplane is American-registered-and the responsible Brazilian Authorities, Agência Nacional de Aviação Civil (ANAC) to address this issue.*

*TCCA would like to advise all owners, operators and maintainers of this possible scenario. ✖*



## Flight Deck Smoke due to Shorting Circuit Breakers

### SDR submitted:

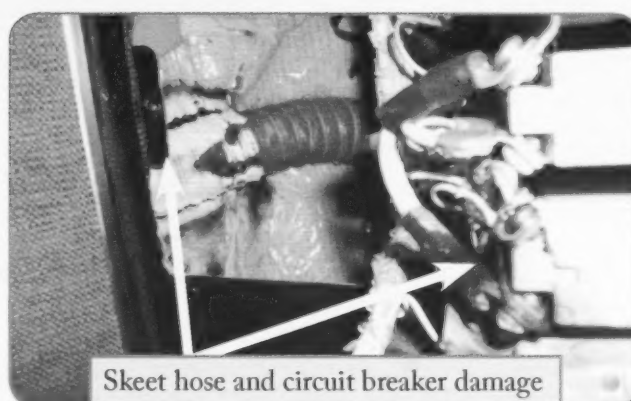
The inner-wire metal support of the skeet hose broke free and came into contact with the "hot" terminal ends of several right-hand essential bus circuit breakers, causing smoke in the cockpit when the aeroplane was landing.

The aeroplane landed without incident where maintenance replaced the hose and damaged circuit breakers.

### Transport Canada Comments:

*The correct support and integrity of all aeroplane ducting, wiring and anything else near "hot" terminal ends behind circuit breaker panels is essential to prevent occurrences such as the one seen above.*

*As confirmed with the manufacturer, part numbers 32-84301-101 or 32-84301-107 hose assembly as seen in the Illustrated Parts Catalog (IPC) are to be used in this area only; these have a protective shrink tube sleeve to provide additional electrical insulation. Service bulletins CCS7-21-001, 227-21-009 and 226-21-021 have been issued to address this issue. Service Bulletins CCS7-21-001, 227-21-009 and 226-21-021 have been issued to address this issue. ✖*



## Centering Arm Unapproved Part

### SDR submitted:

The nose wheel centering mechanism contains a centering arm with a bearing that rotates in a cam to center the wheels. The bearing is retained in the arm by a pin.

This particular arm, which was removed from the aeroplane, was not drilled to accept the pin. The bearing started to back out of the arm which caused the bearing to bind up in the cam; this was caught on a daily inspection

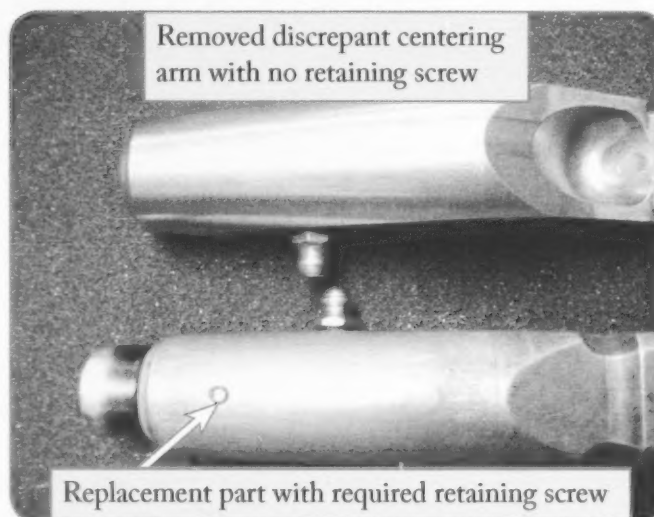
done by the technician.

The sub-standard part was removed and replaced with a new centering arm that was correctly built.

### Transport Canada Comments:

*When replacing aeroplane parts or components, it is essential to perform a complete general visual inspection of the part prior to installation.*

*Sub-standard or suspected unapproved parts (SUP) are to be reported as an Service Difficulty Report (SDR), defined in Standard 571.13 within an information note. ✖*



## Hydraulic Fluid Loss

### SDR submitted:

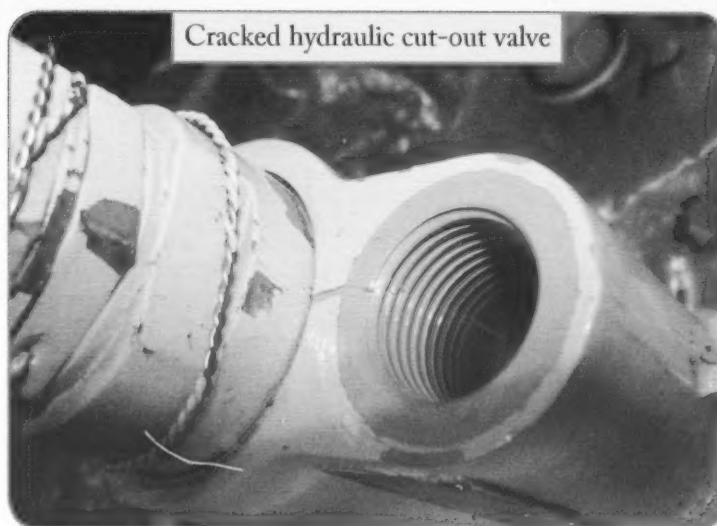
Upon the selection to extend the landing gear in preparation for landing, the crew noticed a pressure drop in the hydraulic system. After a normal landing, when the aeroplane was parked on the ramp, hydraulic fluid was noticed under the right hand nacelle area. Maintenance personnel found the hydraulic cut-out valve had a cracked housing. The valve was replaced and the aeroplane was returned to service.

Further inspection found that the failed cut-out valve was a pre-mod 2843. This optional mod introduces a new and more robust hydraulic cut-out valve (part number AIR48920).

The post-mod cut-out valve was installed in the place of the cracked pre-mod valve.

### Transport Canada Comments:

*Transport Canada Civil Aviation (TCCA) would like to advise all HS748 owners and operators of this available post-mod cut-out valve. ✖*



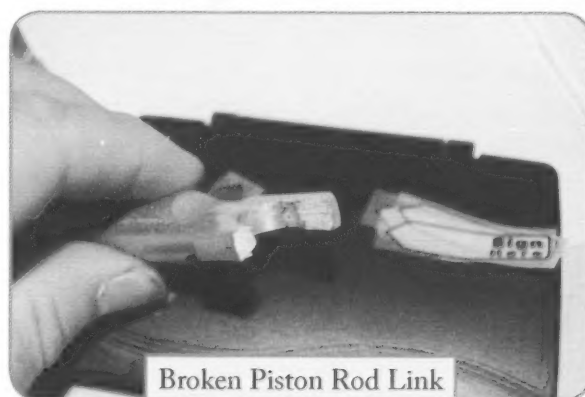
## Cracked Nose Gear Actuator Link

### SDR submitted:

During maintenance gear swing, on retraction cycle, the piston rod link broke. Upon inspection, intergranular corrosion was found at the fracture point. The piston rod link was replaced with a serviceable part.

### Transport Canada Comments:

*It is possible that this unit would have failed on the next landing had maintenance not discovered the fault. ✖*



## ENGINES

GARRETT, TPE331-11U-612G

SDR # 20110915001

### Propeller Shaft Bearing Wear

#### SDR submitted:

After levelling off, the pilot got an engine chip light on the right engine; all other indications were normal. He decided to reroute to the airport for maintenance to have a look at it. Maintenance removed the chip detector and found evidence of metal. The engine was removed and forwarded to the engine shop for evaluation. The root cause of the metal on the chip detector was the propeller shaft aft bearing race. The engine was flushed of all metal and a new bearing was installed. The engine was test run on the test cell and the oil filter was pulled; no other evidence of metal was found. The engine was returned to service.

Propeller bearing race showing evidence of wear



#### Transport Canada Comments:

*Some bearing 'mating' is expected, however, when they start making metal, it can be an indication of a flaw in the part itself or the lubrication system of the engine. Close attention must be paid to the engine or batch from which the bearing was procured. ✖*

HAMILTON SUNDSTRAND, EQUIPMENT

SDR # 20110711019

### Auxiliary Power Unit Plenum Cracked

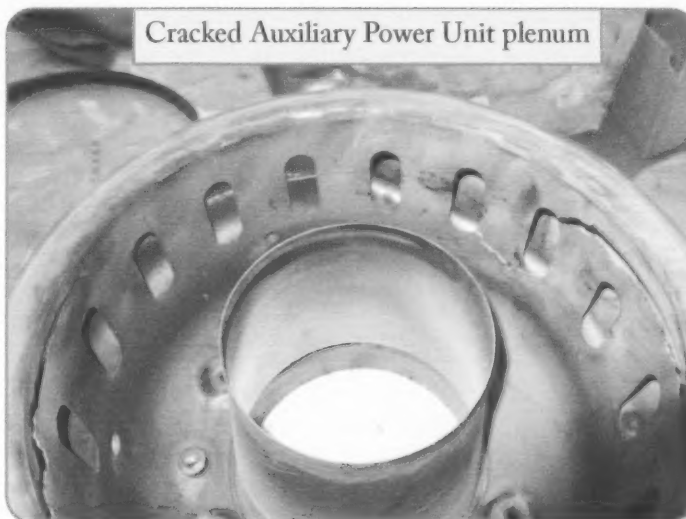
#### SDR submitted:

During an unscheduled maintenance event, it was found that the turbine guide vane was rubbing on the turbine wheel. The turbine guide vane was found to be shifted. The unit was further disassembled and it was found that the air plenum and combustion liner was cracked and missing sections of metal. The unit was sent to the overhaul facility for repairs.

#### Transport Canada Comments:

*An auxiliary power unit (APU) is a piece of equipment that can often be neglected (given minimum maintenance) until it fails and leaves an aeroplane stranded. ✖*

Cracked Auxiliary Power Unit plenum



## EQUIPMENT AIRWORTHINESS DIRECTIVES (ADs)

Transport Canada (TC) endeavours to send copies of new Airworthiness Directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

Aircraft Maintenance Engineers (AMEs) and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local Transport Canada Centre (TCC), their Principal Maintenance Inspector (PMI), or from the Civil Aviation AD website at: [www.tc.gc.ca/cawis-swimn](http://www.tc.gc.ca/cawis-swimn)

MANUFACTURER	AD NUMBER	ORIGIN	DESCRIPTION
Aeronautical SH97-77 STC SR01052AT	13-11-2012	United States	Cracked aft crosstube.
Aviation Specialties STC SH11-45 STC SR01383SE	11-12-2012	United States	Glare and reflections that could degrade the pilot's view through night vision goggles.
Dart Aerospace STC IM.R.S.01304 STC SH01-9 STC SR01298NY	CF-2012-14	Canada	Crosstubes – Life Limitation
de Havilland - Canada	9-11-2012	United States	Chemical Oxygen Generators Not Adopted in Canada
Engine Technologies STC SE10589SC	13-10-2012	United States	Fractures in starter adapter gear shafts
Goodyear	1-05-2012	Brazil	Tread separations and tread-area bulges on the main landing gear tire.
Hartzell Engine Technologies	2012-10-52	United States	Hartzell Engine Technologies (HET) - incorrectly located oil passages in the center housing causing insufficient oil flow to the bearings
Simmonds Precision STC SA02-79 STC ST00146BO	17-08-2012	United States	Fuel Quantity Indicator - Corrosion on Analog Transient Suppression Devices (ATSD)
Société de Motorisation STC 10013975 STC EASA.A.S.00774	2012-0075-E	Europe	Powerplant – Turbocharger and Intercooler Hoses – Replacement
Timken Alcor	10-09-2012	United States	Parts manufacturing approval (PMA) replacement sun gear and planet gears in the propeller reduction gearbox assembly.



## SPECIAL AIRWORTHINESS INFORMATION BULLETINS (SAIB)

*A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).*

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
<b>FEDERAL AVIATION ADMINISTRATION - <a href="http://www.faa.gov/aircraft/safety/alerts/SAIB/">www.faa.gov/aircraft/safety/alerts/SAIB/</a></b>			
HQ-12-07R1	Avox Systems, Inc.	Emergency Equipment – Contaminated Iodine Wipes	3/2/2012
NM-12-20	Carleton Technologies Inc.	Oxygen: Oxygen System Cylinder and Valve Assembly	3/13/2012
CE-12-21	Aerostar Flugwerk GmbH	Wings; Flugwerk; Aerostar, FW 190 A8/N experimental airplane, potential wing failure	3/19/2012
SW-12-22	Eurocopter Deutschland GmbH	MBB BK117 C-2 Auto Flight System	3/22/2012
SW-12-23	Sikorsky Aircraft Corporation	Sikorsky Aircraft Corporation Model S92A Fuselage – Cabin Airframe Inspection	3/29/2012
NM-12-25	Hawker Beechcraft Corporation Learjet Inc.	Auto Flight: Altitude Controller	4/16/2012
NE-12-26	General Electric Company	Fan Blade – GE90 Updated Inspections	4/16/2012
CE-12-27	General Aviation Light-Sport	Flight Compartment Equipment; Inflatable Seat Restraints	4/16/2012
CE-12-28	Eclipse Aerospace, Inc.	Battery/Charger System	4/17/2012
NE-12-29	CFM International, S.A.	Engine Fuel Distribution – CFM56-5B LPTACC Fuel Manifold	4/27/2012
CE-12-30	Eclipse Aerospace, Inc.	Wing, Fuselage Attach Fittings	5/8/2012
CE-12-31	Embraer Garmin	Navigation	5/17/2012
CE-12-24R1	Cessna Aircraft Company	Flight Controls – Frayed Flap Extend Cables	5/21/2012
HQ-12-32	Emergency Locator Transmitters	Hook and Loop Style Fasteners as a Mounting Mechanism for Emergency Locator Transmitters (ELTs)	5/23/2012
CE-12-34	Hawker Beechcraft Corporation	Main Landing Gear: Cracking "A" Frame Assemblies	6/12/2012
CE-12-33	Mitsubishi Heavy Industries, Ltd.	Landing Gear Retraction/Extension System, Nose Landing Gear	6/12/2012
SW-12-35	Eurocopter France	Oil to Fuel Heater Contamination	6/15/2012
CE-12-36	Hawker Beechcraft Corporation	Flight Controls: Aileron	6/19/2012
CE-12-37		Navigation; STC Modification Airworthiness Interrelationship Effects – Airspeed Limitations and Markings	6/26/2012
<b>European Aviation Safety Agency - <a href="http://ad.easa.europa.eu/sib-docs/page-1">ad.easa.europa.eu/sib-docs/page-1</a></b>			
2012-03	Antonov	An-26 Aeroplanes - Changes to Type Design, Airworthiness Limitations and Repairs	3/7/2012
2012-04	L'Hotellier	Ball and Swivel Joints Quick Connectors - Positive Check of Control Surfaces	3/15/2012
2012-06		Defective Standard Hardware - MS21042, NAS1291 and LN9338 Self-Locking Nuts, and NAS626 Bolts	3/22/2012
2012-05	Piaggio	P.180 Aeroplanes - Water Freezing in Pitot Lines	3/22/2012
2012-08	Rockwell Collins	TDR-94/TDR-94D Transponders - Erroneous Vertical Rate Information	5/3/2012

SAIB NUMBER	MAKE/COMPANY	SUBJECT	ISSUE DATE
UPN2012-20111202019		Think Big Products, LLC (LivingXL, Casual Male) Airplane Seat Belt Extenders	5/4/2012
2008-49R1	Rolls-Royce Deutschland	BR700-710 Engines - Re-use of Potentially Damaged Engine Parts and Components	5/7/2012
2012-07	Diehl Comfort Modules (formerly DASELL)	Baby Nursing Tables - Hinge Replacement	5/9/2012
2011-01R2		Unleaded Aviation Gasoline (Avgas) UL 91	5/10/2012
2012-10		Single Event Effects (SEE) on Aircraft Systems caused by Cosmic Rays	5/23/2012
2012-09	Sikorsky (formerly Schweizer, Hughes)	Effects of Space Weather on Aviation	5/23/2012
SW-12-12		269C and 269C-1 Helicopters - Engine Failure Simulation	5/25/2012
2011-24R1		European Geostationary Navigation Overlay Service (EGNOS) Availability	6/11/2012
2012-11		Tyre Specification(s) and Installation	6/27/2012
UPN-2012-20111019001	Chelton Avionics, Inc. (dba Wulfsberg Electronics Division)	Emergency Locator Transmitters (ELTs) - Removal from service of certain subcomponents and brackets	6/27/2012
2012-12		Notification of Unapproved Parts due to theft	6/28/2012
FA-24-2012	Embraer	ERJ 170/175 and ERJ 190/195 Aeroplanes - Landing Gear - Brake Carbon Disks Damage	6/29/2012

# SERVICE DIFFICULTY REPORTS (SDRs)

## LEGEND

**JASC:** Joint Aircraft System Code number  
defining assembly/system/components

**SDR No.:** Transport Canada Civil Aviation (TCCA)  
assigned SDR control number —please quote  
in any correspondence or inquiries

**Region (RGN):** TCCA region of SDR submitter:

PAC = Pacific

ONT = Ontario

ATL = Atlantic

VAR = Various

PNR = Prairie and Northern

QUE = Quebec

NCR = Ottawa (Headquarters)

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<b>AIRCRAFT</b>						
<i>AEROSPATIALE</i>						
AS 350B2	0	MAIN GEAR BOX PRESSURE SWITCH	1130021089	UNSERVICEABLE	20120612007	QUE
AS 350B2	2430	BATTERY	RG355	UNSERVICEABLE	20120502008	PAC
AS 350B2	6520	INPUT SEAL	770441	LEAKING	20120507014	PAC
AS 350B2	6520	INPUT SEAL	770441	LEAKING	20120507015	PAC
AS 350B2	6720	FLEXIBLE CONTROL	704A34130184	WORN	20120413007	ONT
AS 350B2	8120	EXHAUST STACK	90017611	CRACKED	20120604010	QUE
AS 350B3	0	SWASH PLATE GUIDE TAPE	350A37105720	TORN BALLED UP	20120622002	ONT
AS 350BA	6230	SWASHPLATE BEARING	Y51BB10843S2M74	ALMOST NEW	20120523011	QUE
SA 365N1	0	CONTROL ROD BEARING	S3320103RH3BA25	MAKING METAL	20120612015	PNR
<i>AGUSTA</i>						
AW139	0	HYDRAULIC LINE	3G2910A1631	CHAFED	20120530003	PAC
AW139	2900	HYDRAULIC HOSE	A494AD5C17C0620X	LEAKING	20120426004	ONT
<i>AIR TRACTOR</i>						
AT 802	2710	RUB STRIP HARDWARE NUT	MS21044N06	NEW	20120404004	PAC
AT 802A	5300	TUBE TOP CROSS	110297	CRACKED	20120601007	PAC
AT 802A	7332	LOW FUEL PRESSURE SWITCH	E1SRVAC	UNSERVICEABLE	20120606009	PAC
<i>AIRBUS</i>						
A310 304	5312	FR39 BULKHEAD		CORRODED	20120504003	QUE
A319 114	2421	INTEGRATED DRIVE GENERATOR		FAILED	20120410001	QUE
A319 114	2840	FUEL COMPUTER		FAILED	20120516006	QUE
A319 114	2910	MANIFOLD CHECK VALVE		LEAKING	20120409002	QUE
A319 114	3350	CONNECTOR		CONTAMINATED	20120522021	QUE
A319 114	5320	VERTICAL ANGLE/ SECTION	D53370601211	CRACK	20120423021	QUE
A319 114	5610	WINDSHIELD		ARCHING	20120430006	QUE
A320 211	2750	FLAP SYSTEM		JAMMED	20120522009	QUE
A320 211	3240	BRAKE TEMPERATURE MONITORING UNIT		FAILED	20120509006	QUE
A320 211	3417	AIR DATA INERTIAL REFERENCE UNIT	HG1150AC07	FAILED	20120522011	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
A320 211	3610	PRESSURE REDUCING VALVE		FAILED	20120604015	QUE
A320 211	520	AVIONICS SMOKE		NO FAULT FOUND	20120423016	QUE
A320 211	5797	WING WIRING		BURNT	20120413009	QUE
A321 211	5220	STRIKER	FE12700002	CORRODED	20120515002	QUE
<i>BAE (RAYTHEON)</i>						
HAWKER 800XP	3260	SWITCH	9006EN42	FULL OF WATER	20120614003	ONT
HAWKER 800XP	5210	SEAL	259FC37631	LOOSE	20120417011	PNR
<i>BEECH</i>						
100	5550	HINGE ASSEMBLY OUTBOARD	1156200219	UNSERVICEABLE	20120607007	PAC
1900C	2435	STARTER	23085001	SHORTED/SEIZED	20120411014	ATL
1900C	3210	LANDING GEAR		NOT RETRACTING	20120412005	PNR
1900C	5320	FRAME	11442004137	CRACKED	20120420002	PNR
1900D	5730	WING LEADING EDGE SKIN	1181100477	CORRODED	20120416007	PNR
1900D	7261	CHIP DETECT ADAPTOR	3014580	LOOSE	20120621002	ONT
200	2720	RUDDER PEDAL	5052432633	UNSERVICEABLE	20120510005	PNR
200	5753	RIB		WORN	20120625006	PAC
200	7110	HOOK & CAM ASSEMBLY	B140048	SERVICEABLE	20120427002	PNR
A100	0	BRACKET RIGHT INBOARD HINGE	3516505031	UNSERVICEABLE	20120605010	QUE
A100	0	UPPER DOOR HOOK BRACKET	50430043545	BRISE	20120627010	QUE
A100	2497	ELECTRIC CABLE	P10E4	INSULATION CRACKED	20120531001	QUE
A100	3242	DISK	RFS151	USED	20120502014	PNR
A100	5753	FLAP TRACK	501600183	CRACKED	20120504002	ONT
B100	0	RIGHT AILERON	991300003	CRACKED	20120614001	QUE
B100	5540	TUBE & FITTING	96630000147	UNSERVICEABLE	20120424008	QUE
B100	5751	SKIN RIGHT AILERON UPPER OUT	9913000011	CRACKED	20120612001	QUE
B200	2435	ARMATURE	230481030	SHORTED	20120601008	PNR
B200	3213	ANGLE	10112012216	CRACKED	20120524010	PNR
B200	5210	CHANNEL POLISHED	101440014415	WORN THOUGH	20120417013	PNR
B200	5210	WELD ASSEMBLY UPPER LATCH	50440014831	CRACKED	20120417014	PNR
B200	5220	CROSSTIE	9743000019	CRACKED	20120417015	PNR
B200	5320	CROSSTIE	97430000150	CRACKED	20120417016	PNR
B200	7220	INLET ASSEMBLY AIR HEATED	10191001641	CRACKED	20120417010	PNR
B300	5322	CROSSTIE	9743000015	BROKEN	20120627002	PNR
B300C	3220	HINGE	508201844	CRACKED	20120621001	ATL
<i>BELL TEXTRON - CA</i>						
206B	3000	ANTI-ICE VALVE	23053192	CRACKED	20120404005	PNR
206B	6730	HYDRAULIC SERVO	206076031	LEAKING	20120517006	PNR
206B	8310	SEAL	206040272101	SEPARATED	20120417007	PNR
206B 3	0	NUT	NAS1022A8	CRACKED	20120614006	QUE
206L 1	6210	TIP CAP ENCLOSURE	206011251001	CRACKED	20120524013	PNR
407	3270	TAIL SKID ASSEMBLY	206020110103	CORRODED	20120501005	PAC
429	2810	REINFORCEMENT INTERNAL	509636	FOUND DETACHED	20120529004	QUE
429	6220	BARREL NUT	NAS577C4P	NONCOMPLIANT	20120417003	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>BELL TEXTRON USA</i>						
212	7170	OIL DRAIN VALVE	209062010001	USED	20120409006	QUE
412CF	0	MAGNETIC BRAKE ASSEMBLY	MP4983	USED	20120612009	PNR
412CF	2910	TUBE ASSEMBLY	212076433001	USED	20120511006	PNR
412CF	6320	CHAIN	204001736005	USED	20120430012	PNR
<i>BOEING</i>						
727 225	3418	AOA SENSOR	10608783	FAILED	20120412004	PAC
727 243	3211	UPPER SIDE STRUT	65195178	CRACKED	20120511009	PAC
737 76N	2760	SPOILER SYSTEM		FAILED	20120424006	PNR
737 7CT	3246	MAIN WHEEL ASSEMBLY	26123012	LEAKING	20120501003	PNR
737 7CT	3420	AIR DATA INERTIAL EFERENCE UNIT	HG2050AC07	FAILED	20120416002	PNR
737 7CT	4900	AUXILIARY POWER UNIT	38007021	FAILED	20120420008	PNR
737 7CT	520	AIR CONDITIONING		SMOKE	20120430014	PNR
737 7CT	520	SEALANT	5522352411	FAILED	20120409005	PNR
737 7CT	5210	L1 GUIDE ARM ROD END	BACB10A223L	WORN	20120501002	PNR
737 7CT	5210	L2 DOOR		BINDING	20120510006	PNR
737 7CT	5610	CAPTAINS #2 WINDOW	141A481037	SHATTERED	20120430013	PNR
737 8AS	2750	FLAP SKEW SENSOR		BROKEN WIRE	20120502002	ATL
737 8CT	2910	HYDRAULIC LEAK		BAD INSTALL	20120426008	PNR
737 8CT	3610	HIGH STAGE VALVE	32144464	FAILED	20120411013	PNR
737 8HX	3246	INNER BEARING	M22474920629	DAMAGED	20120528008	ONT
747 SPB5	520	FLAP PANEL		BIRD STRIKE	20120606007	QUE
757 2G5	2520	MONITOR	6009580003	NOT WORKING	20120423014	ATL
767 333	520	NO PARTS		CABIN SMELL	20120404010	QUE
767 35H	5750	UPPER SEAL	113T61053	DEPARTED	20120514002	QUE
767 375	0			FUEL LEAK	20120604013	QUE
767 375	2560	OFFWING SLIDE	101655305	FAILED	20120412001	QUE
767 375	3442	WX RADAR		FAILED	20120522018	QUE
767 375	5410	PYLON MIDSPAR FITTING		FRACTURED	20120531004	QUE
777 333ER	2910	HYDRAULIC SYSTEM		CHAFFED	20120403004	QUE
<i>BOMBARDIER</i>						
BD 100 1A10	2130	SAFETY VALVE	81141A010302	FAILED	20120608004	QUE
BD 100 1A10	2133	SAFETY VALVE	81141A010303	FAILED	20120605009	QUE
BD 100 1A10	2460	PROTECTION CARD (PCB1)	355CE03Y05	FAILED	20120618011	QUE
BD 100 1A10	2910	HYDRAULIC TUBE ASSEMBLY	1005354142007	CHAFFED	20120528010	PAC
BD 100 1A10	3350	EMERGENCY LIGHT POWER SUPPLY	BR976701	OVERHEATED	20120607002	QUE
BD 700 1A10	2897	WIRING TO DENSITOMETER		BARE WIRE	20120516003	QUE
CL600 2B19 (RJ100)	2131	EXCHANGER ASSEMBLY HEAT	7533559	FAILED	20120529009	QUE
CL600 2B19 (RJ100)	2150	DUCT	601R95211113	SEPARATED	20120511008	ATL
CL600 2B19 (RJ100)	2150	SHAFT	78279015	FAILED	20120524011	PNR



MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2B19 (RJ100)	2497	WIRE/TERMINAL	M2750012SD3U00	OVERHEATED	20120518001	ATL
CL600 2B19 (RJ100)	2520	GROUND HEATER		FAILED	20120430005	QUE
CL600 2B19 (RJ100)	2710	LINK POWER CONTROL UNIT OUTPUT	272953	CRACKED	20120528007	ATL
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20120410002	QUE
CL600 2B19 (RJ100)	2750	FLAP SYSTEM		FAILED	20120430002	QUE
CL600 2B19 (RJ100)	2820	TUBE ASSEMBLY	601R626625	LEAKING	20120615005	ATL
CL600 2B19 (RJ100)	3211	MAIN LANDING GEAR SIDE BRACE	601R102371	CRACKED	20120507016	QUE
CL600 2B19 (RJ100)	3220	UPPER DRAG BRACE	164141	CRACKED	20120410003	ATL
CL600 2B19 (RJ100)	3241	HARNESS ANTI SKID SYSTEM	AWAC SUP09062D	FAILED	20120517005	QUE
CL600 2B19 (RJ100)	3244	WHEEL MAIN LANDING GEAR	50105711	BURST	20120608009	QUE
CL600 2B19 (RJ100)	3320	LIGHT BALLAST	BR900022	OVERHEATED	20120608002	QUE
CL600 2B19 (RJ100)	4930	AUXILIARY POWER UNIT	38004883	FAILED	20120522004	QUE
CL600 2B19 (RJ100)	4990	AUXILIARY POWER UNIT	38004883	OIL LEAKAGE	20120515006	PNR
CL600 2B19 (RJ100)	520	LAPTOP BATTERY		FAILED	20120418005	QUE
CL600 2B19 (RJ100)	5210	MAIN PASSENGER DOOR		HARD TO OPEN	20120530004	QUE
CL600 2B19 (RJ100)	5210	PASSENGER DOOR		HARD OPERATION	20120523003	QUE
CL600 2B19 (RJ100)	5312	PRESSURE BULKHEAD	601R36008219	CRACKED	20120528006	QUE
CL600 2B19 (RJ100)	5610	RIGHT WINDOW SIDE	NP1393222	CRACKED	20120523002	QUE
CL600 2B19 (RJ100)	5713	ANGLE	601R1001113	CRACKED	20120403006	ATL
CL600 2B19 (RJ100)	5741	LINK	601R3108811	CRACKED	20120605012	ATL
CL600 2B19 (RJ440)	2131	PRESSURIZATION SYSTEM		FAILED	20120430009	QUE
CL600 2C10 (RJ700)	2131	CABIN PRESSURE CONTROLLER	GG6709800111	FAILED	20120430001	QUE
CL600 2C10 (RJ700)	2216	CABLE	BA6709321035	DAMAGED	20120515003	QUE
CL600 2C10 (RJ700)	2216	CABLE	BA6709321035	DAMAGED	20120515004	QUE
CL600 2C10 (RJ700)	2320	AIRCRAFT COMMUNICATIONS ADDRESSING AND REPORTING SYSTEM PRINTER	4971262	FAILED	20120418004	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL600 2C10 (RJ700)	2730	ELEVATOR CONTROL SYSTEM		JAMMED	20120502011	QUE
CL600 2C10 (RJ700)	2730	ELEVATOR CONTROL SYSTEM		JAMMED	20120502010	QUE
CL600 2C10 (RJ700)	2910	HYDRAULIC HOSE	CC670755101	CHIAFFED	20120518005	QUE
CL600 2C10 (RJ700)	2913	ENGINE DRIVEN PUMP	6619005	FAILED	20120608008	QUE
CL600 2C10 (RJ700)	3244	TIRE	5013641	FAILED	20120518006	QUE
CL600 2C10 (RJ700)	3620	ANTI-ICE CONTROLLER		FAILED	20120618002	QUE
CL600 2C10 (RJ700)	3620	BLEED LOOP		FAILED	20120618003	QUE
CL600 2C10 (RJ700)	5610	WINDSHIELD	NP13932110	SHATTERED	20120409004	QUE
CL600 2D15 (705)	2215	AILERON SERVO	6224404101	FAILED	20120424002	ATL
CL600 2D15 (705)	2751	SKEW SENSOR	5913163	FAILED	20120625003	ATL
CL600 2D15 (705)	2761	POWER CONTROL UNIT	5120011	INTERNAL FAILURE	20120619008	ATL
CL600 2D15 (705)	5210	CABLE ASSEMBLY	601R3181273	BROKEN	20120516002	ATL
CL600 2D15 (705)	5210	CABLE ICE BREAKER	601R3181273	FRAYED	20120523018	ATL
CL600 2D15 (705)	5210	CABLE ICE BREAKER	601R3181273	FRAYED	20120523019	ATL
CL600 2D15 (705)	5320	DRAG ANGLE	AV67021186003	CRACKED	20120501001	ATL
CL600 2D24 (RJ900)	2420	GENERATOR CONTROL UNIT	766283C	FAILED	20120604002	QUE
CL600 2D24 (RJ900)	2420	IDG		FAILED	20120524009	QUE
CL600 2D24 (RJ900)	3230	GEAR SYSTEM		FAILED	20120414001	QUE
CL600 2D24 (RJ900)	3230	GEAR SYSTEM		FAILED	20120414002	QUE
CL600 2D24 (RJ900)	3244	WHEEL ASSEMBLY	900012001WT	DELAMINATED	20120621004	QUE
CL600 2D24 (RJ900)	3244	WHEEL ASSEMBLY	900012001WT	SHREDDED	20120621005	QUE
CL600 2D24 (RJ900)	3244	WHEEL ASSEMBLY	900012001WT	TREAD SEPARATION	20120621003	QUE
CL600 2D24 (RJ900)	3244	WHEEL MAIN LANDING GEAR	900012001WT	FAILED	20120626001	QUE
CL600 2D24 (RJ900)	3417	AIR DATA COMPUTER	8220372697	FAILED	20120502003	QUE
CL600 2D24 (RJ900)	5210	PASSENGER DOOR		INDICATION FAULT	20120604001	QUE
CL600 2D24 (RJ900)	5240	ACCESS DOOR		DEPARTED	20120607003	QUE
<b>CANADAIR</b>						
CL215 1A10	1220	OIL PRESSURE CAP	AN9294D	MISSING	20120624001	PNR
CL215 1A10	2900	HYDRAULIC LINE	215750318	UNSERVICEABLE	20120628001	ATL
CL215 1A10	3230	VALVE ASSEMBLY	3620377	USED	20120420003	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
CL215 1A10	5200	EMERGENCY DUMP CABLE	215947028	SCRAP	20120611001	QUE
CL215 1A10	5230	BEARING CAP	1551031	CRACKED	20120624003	PNR
CL215 6B11(CL215T)	3242	BRAKE HOUSING	2604141	CRACKED	20120624002	PNR
CL215 6B11(CL215T)	7600	POWER LEVER CABLE	215T9412638	CORRODED	20120423012	QUE
CL215 6B11(CL415)	0	BEARING	DAT4864A	CORRODED	20120629010	QUE
CL215 6B11(CL415)	3211	AFT TRUNNION MAIN LANDING GEAR	1607072	INSTALLED REVERS	20120508001	QUE
CL215 6B11(CL415)	5210	UPPER AND LOWER MAIN ENTRANCE	21530092850	BROKEN LUG	20120601001	QUE
CL600 2A12(601)	3221	MAIN LANDING GEAR SIDE STAY PIN	600102375	INCORRECTLY INSTALLED	20120426011	QUE
CL600 2B16(601 3R)	5210	PASSENGER DOOR		DEPARTED	20120529001	QUE
CL600 2B16(604)	2520	HEATER MAT	1172122	BURNT	20120607006	QUE
CL600 2B16(604)	2910	HYDRAULIC FITTING		LEAKING	20120426012	QUE
<i>CESSNA</i>						
152	8011	STARTER	122NLEC	NEW	20120529008	PAC
172M	7800	EXHAUST PIPE	PSF1325000	STRUCTURAL FAILURE	20120529012	PNR
172N	5511	SPAR	53200198	CRACKED	20120607001	PNR
172S	2821	GASKET	7560411	NEW	20120427001	PNR
182J	3221	RIGHT MAIN LANDING GEAR SUPPORT	7416032	CRACKED	20120604003	ONT
208	5741	FITTING	26210082	CRACKED	20120626016	PNR
208B	3710	RELIEF VALVE	RV05268	UNSERVICEABLE	20120419007	PNR
421B	2721	RUDDER TRIM ACTUATOR	58150237	OVERHAULED	20120417008	PNR
525	2760	ACTUATOR		LEAKING	20120622001	ONT
560	3246	WHEEL HALF	314901	UNSERVICEABLE	20120628012	PNR
680	5753	SWAGED END		CRACKED	20120404011	PNR
750	2752	FLAP ACTUATOR	99145021	ORIGINAL	20120430003	QUE
T182T	5312	BULKHEAD	7126156	DENTED	20120509009	PNR
T206H	8120	EXHAUST CLAMP	S19211	CRACKED	20120508002	PAC
U206G	2750	SWITCH	S19061	USED	20120604011	PNR
<i>CHAMPION</i>						
7ECA	3246	TAIL WHEEL SPRING	21525	BROKEN	20120510001	PNR
<i>CONVAIR - CAN</i>						
340	2100	ENGINE DRIVEN COMPRESSOR SOLENOID	205409	OVERHAULED	20120610001	PAC
340	3220	RELIEF VALVE	20373	UNSERVICEABLE	20120626008	PAC
<i>DEHAVILLAND - CAN</i>						
DHC 2 MKI	2720	RIGHT BRACKET	C2CF217A	CRACKED	20120419006	PAC
DHC 2 MKI	3246	BEARING	21401200	SEVERELY DAMAGED	20120413010	PAC
DHC 2 MKI	3246	SPREADER		CORRODED	20120601002	QUE
DHC 2 MKI	3246	WIRE PULL	C20F2291	BROKEN	20120608006	PAC

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
DHC 2 MKIII	3246	FLOAT ATTACH FITTING		CRACKED	20120413002	ONT
DHC 2 MKIII	3246	FORWARD FLOAT ATTACH FITTING		CRACKED	20120413003	ONT
DHC 2 MKIII	3246	FORWARD FLOAT ATTACH FITTING		CRACKED	20120413006	ONT
DHC 2 MKIII	3246	FORWARD FLOAT ATTACH FITTING		CRACKED	20120416003	ONT
DHC 2 MKIII	3246	FORWARD FLOAT ATTACH FITTINGS		CRACKED	20120413004	ONT
DHC 3	2422	ALTERNATING CURRENT INVERTER	2311005A	GOOD	20120620002	ONT
DHC 3	2731	CABLE	C3CF3487	BROKEN	20120530007	PNR
DHC 3	2731	TRIM ACTUATOR	PNC3CF2909	UNSERVICEABLE	20120405002	ONT
DHC 3	3246	FRONT FLOAT STRUT	C34F1473	CRACKED	20120509001	ONT
DHC 6	2730	TRIM CABLE	TBC6CT10271	NEW	20120413011	ONT
DHC 6 300	2800	FUEL PAD FLAPPER VALVE	C6PF115733	NEW	20120424001	PNR
DHC 7 110	2497	WIRING		CHAFED	20120522005	ONT
DHC 8 102	0	ACTUATOR SPOILER	A44700009	HOUSING FRACTURE	20120627004	ATL
DHC 8 102	2710	PULLEY	MS202203	SEIZED	20120614005	ATL
DHC 8 102	2710	PULLEY	MS202203	SEIZED	20120615001	ATL
DHC 8 102	2710	PULLEY	MS202203	SEIZED	20120615003	ATL
DHC 8 102	2720	LEFT RUDDER CABLE	82700544001	BROKEN	20120620005	PAC
DHC 8 102	2721	ROTARY SWITCH	682015	JAMMED	20120601006	ATL
DHC 8 102	2730	LEFT ELEVATOR CABLE	82700534001	CORRODED	20120620006	PAC
DHC 8 102	2910	HYDRAULIC LINE	8Z6069243	LEAKING	20120502001	ATL
DHC 8 102	2923	RESIDUAL-CURRENT CIRCUIT BREAKER	SM601BA20A1	STAYING CLOSED	20120620007	PAC
DHC 8 102	3210	DIODE	CSP3259	BURNT	20120502006	ATL
DHC 8 102	3210	PUSH ROD	83231014003	FAILED	20120418002	ATL
DHC 8 102	3210	SPRING ASSEMBLY	83231020003	FAILED	20120418003	ATL
DHC 8 102	3213	CAP	88295	FRACTURED	20120430004	ATL
DHC 8 102	3231	ROD	83231014003	BROKEN	20120619009	ATL
DHC 8 102	5311	ANGLE	85310323	CRACK	20120419004	ATL
DHC 8 102	5610	PILOT WINDSCREEN	NP15790113	CRACKED	20120413001	ATL
DHC 8 102	5730	LEADING EDGE	85720011008	DAMAGED	20120607004	ATL
DHC 8 102	5753	CORE SHAFT	5909077201	JAMMED	20120511004	ATL
DHC 8 102	5755	CASING		FRACTURED	20120614004	ATL
DHC 8 102	5755	CASING		FRACTURED	20120504001	ATL
DHC 8 102	5755	PULLEY	MS202202	SEIZED	20120618004	ATL
DHC 8 102	5755	SPOILER ACTUATOR	A44700009	CRACKED	20120404002	ATL
DHC 8 300	3220	DRAG STRUT SENSOR HARNES	864202	BROKEN WIRE	20120626007	ONT
DHC 8 311	2750	FLAP TORQUE TUBE	735383D	SHEARED	20120420006	PAC
DHC 8 311	2910	TUBE	82920010363	CRACKED	20120416005	QUE
DHC 8 311	3222	HOSE NOSE LANDING GEAR ACTUATOR	AE246351OE0124	UNSERVICEABLE	20120628011	PNR
DHC 8 311	3231	BEARING	37030600	MIGRATED	20120601003	ATL
DHC 8 400	0	INNER CYLINDER ASSEMBLY	471053	CRACKED	20120626011	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
DHC 8 400	2711	AILERON RUDDER TRIM SWITCH	M2028TYA01JB	FAULTY	20120402005	ONT
DHC 8 400	2750	FLAP POWER UNIT	C1486561	INTERNAL FAILURE	20120626006	ONT
DHC 8 400	2913	ENGINE DRIVEN PUMP	6617304	LEAKING	20120402007	ONT
DHC 8 400	2913	ENGINE DRIVEN PUMP	6617304	LEAKING	20120426007	ONT
DHC 8 400	3220	PIVOT PIN SAFETY LOCK BOLT	471271	BROKEN	20120426001	ONT
DHC 8 400	3230	LEFT PROXIMITY SENSOR UNIT		ERRATIC	20120626005	ONT
DHC 8 400	3242	BRAKE UNIT	216052	LEAKING	20120627014	ONT
DHC 8 400	3246	MAIN WHEEL ASSEMBLY	4151171	BEARING FAILURE	20120627009	ONT
DHC 8 400	5230	DOOR LINER KICKPLATE	9505186	DISBOND	20120627006	ONT
DHC 8 400	5610	WINDSHIELD	NP15790120	CRACKED	20120523007	ONT
DHC 8 400	5610	WINDSHIELD	80260007	CRACKED	20120410006	ONT
DHC 8 402	3231	SPRING	478443	REWORKED	20120403002	QUE
DHC 8 402	3244	TIRE	DR0231T	LEAKING	20120622004	ATL
<i>DIAMOND - CAN</i>						
DA 20 A1	3245	TUBE	500X5	SPLIT	20120404006	ONT
DA 20 C1	0	RUDDER HINGE TOWER	2055450500	CRACKED	20120406001	ATL
DA 20 C1	2720	BRAKE PEDAL	2227280000	CRACKED	20120511001	ATL
<i>DOUGLAS</i>						
DC10 30	2421	GENERATOR		LOOSE CONNECTORS	20120504008	PAC
DC10 30	2740	CABLE	S4913810AT08408	BROKEN	20120523001	PAC
DC3C	2752	PIN	1189525	SHEARED	20120417005	ONT
<i>EMBRAER</i>						
EMB 135KL	2752	FLAP ACTUATOR	3633001031	UNSERVICEABLE	20120424003	QUE
EMB 145LR	5752	HINGE FITTING	14569382609	CRACKED	20120404008	QUE
ERJ 170 200 SU	2497	CONNECTOR		FAILED	20120416004	QUE
ERJ 170 200 SU	2780	SLAT FAIL		RESET	20120423017	QUE
ERJ 170 200 SU	2780	SLAT SYSTEM		DISCONNECTED	20120423013	QUE
ERJ 170 200 SU	3080	CUSTOM I/O MODULE	70284221902	FAILED	20120504005	QUE
ERJ 170 200 SU	3080	I/O MODULE		FAILED	20120509002	QUE
ERJ 170 200 SU	3230	DOWNLOCK RELEASE ACTUATOR	190711032103	FAILED	20120404009	QUE
ERJ 170 200 SU	5210	SLIDE		DEPLOYED	20120509008	QUE
ERJ 190 100 IGW	2100	FAN AIR VALVE	10070863	FAILED	20120504007	QUE
ERJ 190 100 IGW	2420	PLUNGER	766124	SHEARED	20120416001	QUE
ERJ 190 100 IGW	2436	SECONDARY POWER DISTRIBUTION ASSEMBLY		TRANSITORY FAIL	20120509003	QUE
ERJ 190 100 IGW	2460	DIRECT CURRENT POWER MODULE	1708011	FAILED	20120424007	QUE
ERJ 190 100 IGW	2710	LEFT OUTBOARD AILERON POWER CONTROL UNIT	4151001003	FAILED	20120430007	QUE
ERJ 190 100 IGW	2730	FLIGHT CONTROL PANEL	17000628409	FAILED	20120522016	QUE



MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
ERJ 190 100 IGW	2750	#6 FLAP DRIVE TORQUE TUBE	59129493	WORN	20120611003	QUE
ERJ 190 100 IGW	2752	FLAP ACTUATOR	C1558161	FAILED	20120503002	QUE
ERJ 190 100 IGW	2760	SPOILER SYSTEM		DISAGREE	20120405003	QUE
ERJ 190 100 IGW	2781	SLAT HARNESS	19117270401	FAILED	20120417002	QUE
ERJ 190 100 IGW	3140	NETWORK INTERFACE CARD PROCESSOR MODULE	70265421901	FAILED	20120529010	QUE
ERJ 190 100 IGW	3242	BRAKE CARRIER		FAILED	20120403007	QUE
<i>ERCO</i>						
415C X	3240	BRAKE ASSEMBLY	9520285	UNSERVICEABLE	20120516001	PNR
<i>EUROCOPTER DEUT</i>						
BK117 B 2	0	TAILBOOM	11730102	UNSERVICEABLE	20120629012	PNR
BK117 B 2	2435	STARTER/GENERATOR	23032048	OVERHAULED	20120404007	PNR
BK117 B 2	5302	TAILBOOM	11730102	UNSERVICEABLE	20120523023	PNR
<i>EUROCOPTER FRANCE</i>						
EC 120 B	5230	BOTTOM RAIL	C533C8302202	WORN	20120604007	QUE
<i>FAIRCHILD</i>						
SA227AC	0	WIRE		BROKEN	20120628003	ONT
SA227AC	2822	SWITCH	2TP11	INTERNAL SHORT	20120524008	PNR
SA227AC	3213	MAIN GEAR	OAS545319	CRACKED	20120420005	ONT
SA227DC	3010	ALCOHOL WATER INJECTION REGULATOR VALVE	910333101	FAILED	20120613004	PNR
<i>GULFSTREAM - USA</i>						
G IV	2697	CANNON PLUG	400P17	BURNT	20120417020	ONT
G IV	2700	CABLE/GAMMA TUBES		WORN	20120417018	ONT
G IV	2750	FLAP DRIVE SHAFTS	1159SCC21317	GOUGED	20120417017	ONT
G IV	5323	AIR STAIR	159AMM100321	GOUGED	20120417021	ONT
<i>HILLER</i>						
UH12E	0	FORWARD CROSSTUBE	430316	BROKEN	20120605011	PAC
<i>HUGHES</i>						
369D	3222	STRUT ASSEMBLY	369H600152	UNSERVICEABLE	20120424005	PAC
<i>LEARJET</i>						
45	2422	INVERTER	2D12001A1011	FAILED	20120425004	PNR
45	2820	FUEL LINE	244224152	LEAKING	20120413008	QUE
45	5210	FORWARD LOWER DOOR STEP SUPPORT	4552100062003	CRACKED	20120604012	ONT
60	3230	SPACER CONICAL	24410071	CRACKED	20120403003	ATL
60	3231	FITTING	54221531	CRACKED	20120531006	ONT
<i>LOCKHEED</i>						
188C	3230	MICROSWITCH	40108	FAILED	20120404003	PNR
<i>MITSUBISHI - USA</i>						
MU 2B60	3231	ROD END	ART7E	BROKEN	20120605007	ONT
<i>MORAVAN</i>						
Z242L	2731	AFT ELEVATOR TRIM CABLE	Z4244120000	BROKEN	20120418001	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>PILATUS - SW</i>						
PC 12 45	2130	SCOOP ASSEMBLY	5212212104	FAILED	20120612012	PNR
PC 12 47E	2110	MOTOR	11341041	BURNT BRUSHES	20120502004	ATL
PC 12 47E	2750	FLAP POWER DRIVEN UNIT	9787320203	UNSERVICEABLE	20120412006	PAC
<i>PIPER</i>						
PA24 260	5313	STRINGER	237430405	CRACKED	20120420009	PAC
PA28 180	3211	MAIN LANDIG GEAR LEG	65319004	CRACKED	20120625002	ONT
PA31	3220	LINK ASSEMBLY	4033600	CRACKED	20120514006	PNR
PA31 350	3230	MAIN LANDING GEAR LOCK ROD ATTACH FORK	4178900	SHEARED	20120612014	PNR
PA31 350	3232	PISTON	21150021	CRACKED	20120612013	PNR
PA31 350	3233	ACTUATOR PISTON	757499	CRACKED	20120530009	PAC
PA31 350	3233	ACTUATOR PISTON	757499	CRACKED	20120530010	PAC
PA31 350	3245	NEW TIRE TUBE	XA1AD	PUNCTURED	20120530011	PAC
PA31 350	3245	TIRE INNER TUBE	600X6	SPLIT	20120608007	PAC
PA34 200	5711	RIB KIT	767397	CRACKED	20120426002	PNR
PA34 200	5753	FLAP RETURN SPRING	62820000	UNSERVICABLE	20120525002	ONT
PA34 200	8500	AIR BOX	9677303	CRACKED	20120518002	PNR
PA34 200T	3245	TUBE	6008	FLAT	20120430008	PNR
PA44 180	3246	BOLT	AN422A	MISSING	20120511007	ATL
<i>ROBINSON</i>						
R44	6730	HYDRAULIC SERVO	D2121	LEAKING	20120507020	PNR
R44	7414	MAGNETO	BL6006163	FAILED	20120424004	PNR
R44 II	0	DISTRIBUTOR BLOCK	10357426	LOOSE BUSHING	20120612006	PNR
R44 II	0	INTAKE MANIFOLD WELDMENT	D7301	CRACKED	20120611002	PNR
R44 II	2435	STARTER	14924HT	FAILED	20120408001	PNR
R44 II	2435	STARTER	14924HTH	INTERMITTENT	20120408003	PNR
R44 II	2822	FUEL PUMP	D8187B	NOISY	20120408005	PNR
R44 II	2916	HYDRAULIC RESERVOIR	D2112	NOISY	20120408006	PNR
R44 II	6730	HYDRAULIC SERVO	D2121	LEAKING	20120408007	PNR
R44 II	6730	SERVO	D2121	LEAKING	20120408004	PNR
R44 II	6730	SERVO	D2121	LEAKING	20120504009	PNR
R44 II	6730	SERVO	D2121	LEAKING	20120531002	PNR
R44 II	7314	AUXILIARY FUEL PUMP	C8187B	FAILED	20120408002	PNR
R44 II	7314	FUEL PUMP	D8187B	INOPERATIONAL	20120423023	PNR
R44 II	7314	FUEL PUMP	LW15473	LEAKING	20120510007	PNR
<i>SAAB</i>						
SF340A	2710	BEARING	MS276415	FAILED	20120419001	PAC
<i>SIKORSKY</i>						
S76C	6220	MAIN ROTOR HUB	7610308010049	CRACKED	20120418006	PAC
S92A	6320	MAIN BEVEL GEAR	9235115114101	BEYOND LIMITS	20120517004	PAC

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>TECNAM</i>						
P2006T	3246	NOSE WHEEL		RUBBING	20120501004	PNR
<i>VICTORY AIRCRAFT</i>						
AVRO LANCASTER MK X	5740	RIGHT WING TIP		FAILED	20120420001	ONT
<i>VIKING CANADA</i>						
DHC 6 400	5210	HANDLE HOUSING		CRACKED	20120423009	PAC
<b>ENGINE</b>						
<i>ALLISON</i>						
250-C20	7160	PARTICLE SEPERATOR SEAL	206062815027	DESTROYED	20120523006	PNR
250-C47B	7230	SCROLL ASSEMBLY	2306577	CRACKED	20120524014	PAC
250-C47B	7260	AFT POWER TAKE OFF SEAL	406340104101	NEW	20120620010	PNR
AE-3007A1	7230	HIGH PRESSURE COMPRESSOR WHEEL STAGE 1	23065041	BROKEN SLAB BOLT	20120423010	QUE
AE-3007A1	7240	COMBUSTION LINER ASSEMBLY	23078540	DETACHED	20120530001	QUE
<i>AVCO LYCOMING</i>						
IO-540-AE1A5	7414	BEARING	1081806	FAILED	20120528002	PNR
IO-540-AE1A5	7414	BEARING	2202	FAILED	20120528001	PNR
IO-540-AE1A5	7414	BLOCK	10357426	CRACKED	20120528004	PNR
IO-540-AE1A5	7414	BLOCK	10357426	CRACKED	20120528003	PNR
IO-540-AE1A5	7414	BLOCK	10357426	CRACKED	20120528005	PNR
LO-360-E1A6D	8530	HYDRAULIC LIFTER	15B26090	PITTED	20120417006	QUE
LO-360-E1A6D	8530	HYDRAULIC LIFTER	16812	PITTED	20120417009	QUE
LTIO-540-J2BD	7313	FUEL INJECTOR NOZZLE	2541946	WORN	20120503003	PAC
LTIO-540-J2BD	7910	OIL FILTER		METAL FLAKES	20120606008	ATL
LTIO-540-J2BD	8120	WASTE GATE VALVE	4708189003	FAILED	20120605008	PAC
LTIO-540-J2BD	8530	CYLINDER BARREL	LW12966	CRACKED	20120424009	ATL
LTIO-540-J2BD	8530	DIFFERENTIAL PRESSURE CONTROLLER	4708869002	LEAKING	20120612010	PAC
O-320-D2J	8530	STUD	5015	BROKEN	20120525003	PNR
O-320-H2AD	7322	PUMP DISCHARGE NOZZLE	229164	OVERHAULED CARB	20120529013	PAC
T5313B	0	#1 BEARING	130001504T	DAMAGED	20120629008	ONT
T5313B	0	LOCKUP NUT ASSEMBLY	110027601	MISSING PIECE	20120629007	ONT
TIO-540-A2C	8120	TURBO MOUNT	LW15952	BROKEN	20120511005	ATL
TIO-540-C1A	8120	BOLTS	MS200740414	MISSING	20120518007	PAC
TIO-540-J2BD	8520	CRANK CASE	11F20022D3	USED	20120502016	PNR
TIO-540-J2BD	8530	CYLINDER	LW12966	CRACKED	20120514007	PNR
TIO-540-J2BD	8530	CYLINDER HEAD		CRACKED	20120517007	ATL

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>BOMBARDIER ROTAX</i>						
912 S3	7931	OIL PRESSURE TRANSMITTER		NEW	20120608005	PNR
912 S3	8530	HYDRO VALVE LIFTER	881832	FLAT	20120507019	PAC
<i>CFM INTERNATIONAL</i>						
CFM56-7B24	2840	SWITCH FUEL DELTA PRESSURE	JA05276A	NORMAL	20120417012	PNR
CFM56-7B24	7261	TANK-OIL	3404038020	CRACKED	20120417019	PNR
<i>GARRETT</i>						
TPE331-10UA- 511G	7250	1ST STAGE TURBINE ROTOR	31015203	USED	20120615004	PNR
TPE331-11	7261	OIL LINE	31080811	CRACKED	20120620001	ONT
TPE331-12UHR	7933	THERMOCOUPLE ASSEMBLY	8974697	INTERMITTENT	20120409003	ONT
TPE331- 12UHR-704	7230	1ST STAGE COMPRESSOR IMPELLER	31071521	BLADE TIP BENT	20120612005	QUE
TPE331-5-252D	7280	OIL FILTER ADAPTER	8941172	UNSERVICEABLE	20120516004	PNR
<i>GENERAL ELECTRIC</i>						
CF34-10E5A1	7261	ENGINE OIL LEAKAGE		SMOKE/FIRE	20120606005	QUE
CF34-3A1	7110	UPPER CORE COWL	22850142S601	PUNCTURED	20120502007	ATL
CF34-3B1	7230	COMPRESOR BLADE	6020T80P01	CRACKED	20120529011	ATL
CF34-3B1	7600	THROTTLE CABLE ASSEMBLY	16037730005	UNSERVICEABLE	20120512001	QUE
CF34-8E5A1	2913	RIGHT ENGINE DRIVEN PUMP	5116404	FAILED	20120511002	QUE
CF6-80A	7250	TURBINE BLADE(S)	TBD	MISSING PIECES	20120402002	ONT
<i>ORENDA</i>						
OE600A	7314	FUEL PUMP	B11032	NEW	20120601005	PNR
<i>PRATT &amp; WHITNEY - CAN</i>						
PT6A-114A	7250	NO PARTS	CTDISK	DAMAGED	20120405001	ATL
PT6A-20	7230	COMPRESSOR		DAMAGED	20120606003	QUE
PT6A-21	7261	OIL FILTER	305925701	BYPASS FAILURE	20120426003	ONT
PT6A-28	0	DIFFUSER TUBE	3024767	USED	20120629003	PNR
PT6A-34	7314	O RING PACKER	M259881928	NEW	20120410007	PAC
PT6A-34	7800	EXHAUST DUCT	3031988	CRACKED	20120618007	PNR
PT6A-60A	2435	STARTER/GENERATOR	23085001	UNSERVICEABLE	20120525001	PNR
PT6A-67AF	7297	T5 HARNESS	304382501	CHAFFED THROUGH	20120403005	PAC
PT6A-67F	7314	FUEL PUMP	510767	UNSERVICEABLE	20120604008	PAC
PT6T-3B	0	POWER SECTION	PT6T3B	CLOSE TO CYCLE	20120505001	QUE
PW120A	0	TUBE	3038044	FRACTURED	20120629011	ATL
PW120A	7712	TORQUE SENSOR CONDITIONING UNIT	30005000034	INTERNAL FAILURE	20120604004	ATL
PW123	6122	OVERSPEED GOVERNOR PROPELLER	8210161	UNSERVICEABLE	20120522007	PNR
PW127	7120	ENGINE MOUNT	136369442305	BROKEN	20120504006	ONT
PW150A	7200	ENGINE		SMOKE	20120619006	QUE

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
PW150A	7921	OIL COOLER BYPASS		DEFECTIVE	20120611004	ONT
PW545A	7532	BLEED VALVE		FAULTY	20120411004	QUE
PW615F-A	7250	BEARINGS		DESTROYED	20120409001	PNR
<i>PRATT &amp; WHITNEY - USA</i>						
R-1340-S3H1-G	8530	CYLINDER	399359	CRACKED	20120618006	QUE
<i>ROLLS ROYCE - UK</i>						
DART 534-2	6123	LOW TORQUE SWITCH	L944772	OVERHAULED	20120525008	PNR
<i>TELEDYNE CONTINENTAL</i>						
C-85-12	0	CARBURATOR NEEDLE	P14222	WORN	20120523009	ONT
IO-360-DCG	7414	IMPULSE CAM	104001676	CRACKED	20120420004	ONT
IO-360-G	8540	ACCESSORY REAR CASE	641801	CRACKED	20120511003	QUE
IO-520-D	8520	CRANKSHAFT	CN631649F	BROKEN IN TWO	20120620008	PNR
IO-520-D	8520	MAIN BEARING SET	AEC646591A1	DELAMINATION	20120419003	QUE
IO-520-D	8530	CYLINDER	SA52006A1	OVERHAULED	20120618005	PNR
IO-520-DCF	8011	STARTER ADAPTER	635050A4	CLUTCH GONE	20120525010	PNR
IO-520-F	7414	RUBBER BUSHING	SA638172	SWOLLEN	20120522013	PAC
IO-520-F	8520	MAIN CRANK BEARING	653547	SHUFFLED	20120514005	PAC
IO-520-F	8530	CYLINDER	TM639272H	CRACKED	20120513001	PNR
IO-520-F	8530	CYLINDER ASSEMBLY	SA52006A20P	LEAKING OIL	20120620009	PNR
O-200-A	8550	PISTON PIN	SA530830	WEAR	20120417004	QUE
<i>TURBOMECA</i>						
ARRIEL 1B	7261	MO5 MAGNETIC SEAL	9560137520	LEAKING	20120403001	QUE
ARRIEL 2B1	2435	STARTER GENERATOR	515030	UNSERVICEABLE	20120416006	ONT
ARRIEL 2D	7410	IGNITION EXCITER	9550178070	UNSERVICEABLE	20120615006	ONT
<b>PROPELLER</b>						
<i>HAMILTON STANDARD</i>						
14SF-15	6111	PROPELLER BLADE	SFA13N1ROAD	BURNT	20120531005	ATL
14SF-15	6120	LOW PITCH SWITCH		UNSERVICEABLE	20120406003	PNR
14SF-7	6111	PROPELLER BLADE	SFA13M1ROAD	CRACKED	20120604009	ATL
14SF-7	6120	PROPELLER CONTROLL UNIT	78249050	FAILED	20120502005	ATL
2D30	6114	BEARING SHAFT		BROKEN	20120529006	ONT
<i>HARTZELL</i>						
HC-B3TN-3DY	2497	CIRCUIT BREAKER SWITCH	W31X2M1010	BURNT	20120620004	ONT
HC-B4MP-3C	6112	DEICE BOOT	4H257510	BURNT	20120419002	PAC
<i>MCCAULEY</i>						
D3A34C404	6114	PISTON FLANGE		LEAKING	20120425001	ONT
<b>EQUIPMENT</b>						
<i>AIR AERONETICS DIVISION</i>						
EQUIPMENT	2433	TRANSFORMATOR RECTIFIER UNITS	11521102	HOT	20120613002	QUE
<i>AIRCRAFT PARTS</i>						
300SGL153Q	2435	SHAFT	300SGL11032	CRACKED	20120502009	PNR
<i>ARTEX</i>						
4535002	2560	G SWITCH		UNSERVICEABLE	20120406002	PNR



MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
4535002	2560	G SWITCH		UNSERVICEABLE	20120411010	PNR
4535002	2560	G SWITCH		UNSERVICEABLE	20120411011	PNR
4535002	2560	G SWITCH		UNSERVICEABLE	20120606006	PNR
4535002	2560	G SWITCH		UNSERVICEABLE	20120611005	PNR
4535002	2562	G SWITCH		UNSERVICEABLE	20120523010	PNR
4535002	2562	G SWITCH		UNSERVICEABLE	20120525004	PNR
<i>AVSTAR</i>						
MA4SPA	7322	ACCELERATOR PUMP NOZZLE		MISSING	20120613006	PNR
<i>BARRY CONTROLS</i>						
EQUIPMENT	7120	ENGINE MOUNT ISOLATOR	12938900111	DELAMINATING	20120502012	PNR
<i>BELL TEXTRON - CAN</i>						
206033408	6300	DRIVE SHAFT COVER	206033408003	NEW	20120423011	PAC
<i>BENDIX</i>						
EQUIPMENT	2312	SWITCH	S19853	USED	20120604005	PNR
<i>BOEING</i>						
6573761107	3233	UPPER SIDE STAY	65461331	AT OVERHAUL	20120625005	ONT
<i>BREEZE</i>						
SP42325	2000	CARGO HOOK	SP42325	UNSERVICEABLE	20120604014	PAC
<i>CESSNA</i>						
71402013	2510	BELLCRANK ASSEMBLY	5140304	UNSERVICEABLE	20120507021	ONT
<i>CHAMPION</i>						
4372	7414	POINT SET	M3081	BROKEN	20120613001	ONT
EQUIPMENT	7414	DISTRIBUTOR BLOCK GEAR	K3822	FINGER LOOSE	20120608003	ONT
<i>DEHAVILLAND - CAN</i>						
82510620003	2560	GOGGLES SMOKE	11807	UNSERVICEABLE	20120511010	PAC
<i>EUROCOPTER CANADA</i>						
112005101	7797	CONNECTOR	D3899924WA35SN	INTERMITTENT	20120501006	PAC
<i>HAMILTON SUNDSTRAND</i>						
T62T40C7A1	4900	COMBUSTOR HOUSING ASSEMBLY	160184100	CRACKED	20120502013	ONT
<i>HARTZEL</i>						
F624L	6122	DRIVE GEAR	C4191	BROKEN	20120423022	PNR
<i>HONEYWELL</i>						
38004883	4930	COMPRESSOR DISCHARGE SENSE LINE	38849671	CRACKED	20120628009	PNR
MI5851341	3442	WEATHER RADAR INDICATOR	MI5851341	SMOKING	20120430010	ATL
<i>KELLY AEROSPACE</i>						
ALT9522	2410	COTTER PIN	MS24665302	MISSING	20120524012	PNR
DOFF10300BR	2421	SHAFT		BENT	20120503001	PAC
<i>KULITE</i>						
1303800033	2720	PRESSURE TRANSDUCER	APTE3225060D	UNSERVICEABLE	20120503004	ONT

MAKE/MODEL	JASC	PART NAME	PART NUMBER	PART CONDITION	SDR No.	RGN
<i>MCCAULEY</i>						
TUBE	3245	NOSE WHEEL TUBE		DEFLATED	20120403008	PAC
<i>PRATT &amp; WHITNEY CAN</i>						
PT6A67	7712	TORQUE GAUGE	512722	UNSERVICEABLE	20120620003	ONT
<i>RAYTHEON</i>						
1015301464	1420	CONNECTOR	2060372	BURNT	20120515007	PNR
<i>TELEDYNE BENDEX</i>						
103492606	7414	DISTRIBUTOR BLOCK/ GEAR	10391586	LOOSE	20120515001	PAC
BL6006169	7414	BEARINGS	10818062202	END PLAY	20120525006	PAC
BL6006169	7414	BEARINGS	10818062202	END PLAY	20120525007	PAC
<i>VICKERS</i>						
114388000X	0	SWITCH-PRESSURE	1203P0005	FAILED	20120626015	ONT
<i>WOODWARD</i>						
212076005	6730	HYDRAULIC SERVO	212076005111	OVERHAULED	20120627013	PAC
7665009805	6710	PISTON	41012001	WORN	20120425003	PAC
<b>UNAPPROVED PART</b>						
<i>BRETZE</i>						
SP42325	2000	CARGO HOOK	SP42325	UNSERVICEABLE	20120604014	PAC
<i>CANADAIR</i>						
EQUIPMENT	2000	MAIN LANDING GEAR SIDE STAY PIN	600102375	MIS INSTALL	20120426011	QUE

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